BY ORDER OF THE COMMANDER
GRAND FORKS AIR FORCE BASE

GRAND FORKS AIR FORCE BASE
INSTRUCTION 13-204

25 JANUARY 2016

NUCLEAR, SPACE, MISSILE, COMMAND, AND CONTROL

AIRFIELD AND AIR TRAFFIC OPERATIONS

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(Lt Col Jonathan M. Castellanos)

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This instruction establishes procedures to be used for flying, airfield, and airfield vehicle operations at Grand Forks Air Force Base (GFAFB). It implements policy guidance in AFPD11-2, Flight Rules and Procedures, and AFPD 13-2, Air Traffic Control, Airspace, Airfield, and Range Management, and applies to all personnel conducting flying and airfield operations at GFAFB. It furnishes pilots and other interested personnel with procedures to be used in the control of aircraft at GFAFB and prescribes policy, responsibilities, and procedures for the control of motor vehicle traffic on the airfield. These procedures, although directive in nature, do not replace good judgment on the part of all personnel concerned. These procedures are supplemental to AFI 11-202V3, General Flight Rules, AFI 13-204 Volume 3, Airfield Operations Procedures and Programs, AFJMAN 24-306, Manual for the Wheeled Vehicle Driver, FAAO JO 7110.65, Air Traffic Control and other applicable Air Force and Federal Aviation Administration (FAA) directives. The 319th Air Base Wing Commander (319 ABW/CC) is the waiver authority for this instruction. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of IAW with the Air Force Records Information Management System (AFRIMS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, Recommendation for Change of Publication; route AF Form 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: UAS Operations were added. KC-135 specific information was deleted.

Chapter 1

1. GENERAL INFORMATION

1.1. Purpose. This instruction prescribes procedures and outlines policies for the safe, orderly, and expeditious flow of airfield and air traffic operations.

1.2. Scope. This instruction prescribes local procedures and policies concerning aircraft and airfield vehicular operations at Grand Forks Air Force Base (GFAFB). It does not supersede United States Air Force, Air Mobility Command (AMC), or FAA directives. Deviation from this instruction is authorized only in emergencies where adherence would jeopardize safe aircraft or vehicular operation. Airfield and flight operations in the Grand Forks area necessitate compliance with the procedures established herein.

1.3. Revisions. This instruction will be reviewed annually. Recommendations for revisions to this instruction are encouraged and should be forwarded to the 319th Operations Support Squadron (OSS), Airfield Operations Flight (AOF), 319 OSS/OSA.

1.4. Deviations. Any party subject to these procedures may deviate from the policy contained herein only in the interest of safety. All other deviations or waiver requests must be approved by the 319th Air Base Wing Commander (319 ABW/CC) before operations begin. All deviations must be reported to the OPR for this publication.

1.5. Changes. Recommendations for changes to this instruction are encouraged and should be submitted to 319 OSS/OSA (Airfield Operations Flight Commander).

Chapter 2

2. GRAND FORKS AFB AIRFIELD AND AREA DESCRIPTION

2.1. Runways and Taxiways.

2.1.1. See Attachment 4 for a Comprehensive Airfield Diagram. Grand Forks AFB has one precision approach runway (17/35). Published dimensions are 12,351 ft long and 150 ft wide with 25 ft non-load bearing shoulders. The runway is composed of 1,100 ft of concrete on both ends of a 10,151 ft asphalt strip. The overruns at each end are 1,000 ft long and consist of non-load bearing asphalt.

2.1.2. When ambient temperature is 60 degrees F/15 degrees C or more, only small type aircraft may be authorized to make 180 degree turns on the asphalt portion of the runway.

2.1.3. Location and Field Elevation. GFAFB is located 13 miles west of Grand Forks, North Dakota at N 47 58' and W 97 24'. The airport identifier is KRDR. The official field elevation for GFAFB is 911 ft MSL; this elevation is at the approach end of Runway 35. The average gradient is –0.12 degrees for Runway 35.

2.1.4. Runway 35 is designated as the Primary Instrument Runway.

2.1.5. Taxiways. There are eleven main taxiways (Alpha, Alpha 1, Alpha 2, Alpha 3, Alpha 4, Bravo, Charlie, Delta, Echo, Foxtrot, and Golf). All taxiways are 75ft wide and composed of concrete with 50ft non-load bearing shoulders. All taxiways are weight bearing capable for heavy aircraft. Taxiway Bravo does not have shoulders. Taxiways Alpha 1 to Alpha 4 have 25ft non-load bearing shoulders.

2.1.5.1. See Attachment 4 for Intersection Departure Distances.

2.2. Runway Selection Procedures.

2.2.1. The Control Tower Watch Supervisor or Senior Controller shall determine the runway in use. When conflicting wind information is received from the dual-wind sensors, Runway 35 should be the designated runway.

2.2.2. Runway 35 is the calm wind runway. The calm wind runway will normally be used when the wind is less than 5 knots. Unless mission requirements dictate otherwise.

2.2.3. Tower shall coordinate runway changes with RAPCON and notify Base Weather prior to changing the runway in use.

2.2.4. Tower shall notify AMOPS when the runway change has been completed.

2.2.5. Upon notification of a change in the active runway, AMOPS shall notify the following agencies:

2.2.5.1. Command Post

2.2.5.2. GFAFB Fire Department

2.2.5.3. TA

2.2.5.4. All GFAFB tenant flying agencies

2.2.6. When the wind indicators in Tower are inoperative, Tower shall request a wind reading from the weather observer before selecting the active runway.

2.3. Controlled Movement Area (CMA).

2.3.1. Driving procedures will be IAW GFAFBI 13-213, Airfield Driving. The CMA diagram is Attachment 8 and consists of:

2.3.1.1. The runway and overruns.

2.3.1.2. All areas between the runway and the VFR hold lines/signs.

2.3.1.3. The first 185 ft of all vehicle access roads leading from the west edge of the runway, defined by a white "stop bar" painted on the access road and a "STOP, CMA" sign located adjacent to the "stop bar".

2.3.1.4. The first 400 ft of the vehicle access leading from the north overrun, defined by a "stop bar" and a "STOP CMA" sign. **NOTE:** Drivers reporting off the runway when leaving the overrun must also report off the CMA.

2.3.1.5. The southern boundary is located just north of the south localizer support shelter (1,900ft from end of runway) and is marked with a white "stop bar" and "STOP, CMA" sign. A white stop bar is also located just off the south end of the south overrun. This stop bar is for FOD checks and is marked with a white "STOP, FOD" sign. **NOTE:** Vehicles that report "OFF THE RUNWAY" at the south overrun are still in the controlled movement area. Drivers who report off the runway but remain in the CMA must request and receive permission from the tower before proceeding back on to the runway/overrun.

2.3.1.6. The boundaries of the CMA in the grassy areas will be defined as a line parallel to the runway located at the same distance as the VFR hold lines on the east side of the runway, and the stop bars located on the vehicle access roads on the west side. This line will extend beyond the end of the runway and terminate at a point adjacent to the stop bars located on the north/south vehicle access roads.

2.3.1.7. Tower controls all vehicles requiring access to the CMA except when the Tower is closed. Aircraft, vehicles, and pedestrians must establish and maintain two-way radio contact with the Tower and receive approval before entering the CMA and report exiting the CMA as outlined below. Only vehicles used in direct support of mission essential activities are authorized to operate on the CMA.

2.3.1.8. Procedures to enter/exit the CMA

2.3.1.8.1. All vehicles/personnel requesting entry onto the runway from Taxiways Charlie, Delta, Echo, Foxtrot, and Golf will remain east of the runway VFR hold lines. For vehicles entering the CMA from access roads, remain behind the white Stop Bars. Establish radio contact with the Control Tower via the airfield FM "Ramp" net. Fire Department vehicles are permitted to use the "crash" FM net. Only the Control Tower can give approval for access.

2.3.1.8.2. Maintain radio contact with the Control Tower the entire time while operating within the CMA. Monitor the radio to ensure that radio failure has not occurred. If radio contact is lost, vehicle operators will exit the CMA immediately and will stay out of the CMA until communication with the Control Tower is restored. A request for approval back into the CMA is required.

2.3.1.8.3. Notify the Control Tower as soon as vehicles, personnel, and/or equipment have departed the CMA.

2.3.1.9. Emergency signals/procedures to exit the runway.

2.3.1.9.1. When the Control Tower needs a vehicle to depart the runway and the vehicle is unresponsive to radio calls/Tower light gun signals, the Control Tower will apply the following procedures:

2.3.1.9.2. When the runway lights are on, increase and/or decrease brightness by one or more steps and then return them to the original setting.

2.3.1.9.3. When the runway lights are off, turn them on and then turn them off again.

2.3.1.9.4. Upon observing the above procedures, vehicles/personnel will immediately depart the runway via the nearest taxiway, taking any equipment with them, and remain behind the hold line. Once the vehicle/personnel are safely off the runway, contact with the Control Tower or Airfield Management. Do not delay exiting the runway in order to find out "why."

2.3.1.10. If the vehicle operator exits a vehicle while on the runway or within the CMA, a portable hand-held radio will be used for monitoring at all times.

2.3.1.11. Entering the CMA and crossing the runway merely for convenience is strictly prohibited.

2.3.1.12. Maintenance crews may work in the grass infield areas with prior coordination with Airfield Management, but must request approval to proceed within 225 feet of the east side of the runway and 185 feet of the west side of the runway pavement edge from the Control Tower. Direct two-way radio communication with Control Tower must be maintained at all times.

2.3.1.13. Drivers must report when off the runway and when leaving the CMA.

2.3.1.14. All other airfield/flightline areas where aircraft operate are designated as non-CMA. Vehicles and personnel operating in these areas are not required to establish radio contact with Tower; however, personnel should continuously monitor the Tower Net in the event of unforeseen circumstances. Tower is not responsible for vehicles operating on the non- CMA.

2.4. Airfield Lighting System.

2.4.1. Tower has primary control over all airfield lighting. Runways 17 and 35 have High Intensity Runway Lights (HIRL), Approach Lighting with Sequenced Flashing Lights (ALSF-1) and Precision Approach Path Indicator (PAPI) lights. The rotating beacon is located on the base's southwest water tower and is operated IAW FAAO JO 7110.65.

2.4.2. Airfield lighting inspections, maintenance, and malfunctions. AMOPS shall conduct at least one airfield lighting inspection daily IAW AFI 13-204V3. AMOPS shall immediately notify Tower if the approach lights or HIRLs are out of service and when they are returned to service.

2.4.2.1. RAPCON shall inform arriving aircraft of any approach lighting problems.

2.4.2.2. Tower/RAPCON shall relay pilot reports of airfield lighting malfunctions to AMOPS who shall, in turn, issue the appropriate NOTAM and coordinate with 319 CES for prompt repair.

2.4.3. In the event that the airfield lighting or Tower lighting panels fail:

2.4.3.1. Tower shall advise AMOPS of the outage and provide lighting requirements.

2.4.3.2. AMOPS shall immediately advise 319 CES airfield lighting personnel of lighting outage and post applicable NOTAM.

2.4.4. In the event Tower closes, AMOPS may operate the airport lighting system for maintenance, snow control or emergency purposes only.

2.5. Permanently Closed/Unusable Portions of the Airfield. Permanently closed portions of the airfield. Parking spot C-12 and the Fire Department access road (formerly referred to as "the Horseshoe") are the only permanently closed portions of the airfield.

2.6. Aircraft Arresting Systems. GFAFB has no arresting systems installed.

2.7. Parking Plans/Restrictions. The primary parking areas for Grand Forks assigned units are as follows:

2.7.1. 69 Reconnaissance Group: Hangars 601, 603, 605

2.7.2. Customs and Border Protection: Hangar 600

2.7.3. 119 Wg ND ANG: 3-Bay Hangar

2.7.4. Primary Transient Parking: Bravo Ramp and Parking areas 25-32 on Charlie Ramp.

2.8. Air Traffic Control (ATC) Facilities. The 319 OSS/CC is responsible for airfield, Air Traffic Control (ATC) operations and Air Traffic Control and Landing Systems (ATCALS).

2.8.1. The Airfield Operations Flight (AOF) executes the Airfield Management, ATC and ATCALS missions. These facilities are normally open 24 hours a day, 7 days a week to support mission requirements. NOTAMS are issued for closure periods which may occur during holidays and/or wing down days IAW AFI 13-204V3. Contact 319 ABW Command Post (747-6711) for mission aircraft support during airfield closure periods.

2.8.2. ATC Facilities include:

2.8.2.1. Red River Tower. Red River Tower is the USAF military control tower located on GFAFB. **NOTE:** The control tower at Grand Forks International Airport is designated "Grand Forks Tower" and is operated by the FAA. All references to "Tower" in this instruction refer to Red River Tower.

2.8.2.2. Grand Forks RADAR Approach Control (RAPCON). Grand Forks RAPCON is the USAF military RAPCON, located on Grand Forks AFB. It provides approach control service to the base, Grand Forks International Airport, and 13 civilian airfields. The RAPCON is part of the National Airspace System (NAS).

2.9. Grand Forks AFB Frequencies. For Grand Forks AFB Frequencies see Attachment 2.

2.10. Air Traffic Control and Landing Systems (ATCALS).

2.10.1. TACAN. The Red River TACAN is located just west of the runway at midfield. Its identifier is RDR, Channel 111. There are two TACAN approaches for the base, one for each runway (17 and 35). The no NOTAM maintenance time is from 1200-1500Z++Fri.

2.10.2. ILS. There is one ILS available for each runway (17 and 35). The Runway 17 ILS identifier is I-AVA with a frequency of 111.3. The Runway 35 ILS identifier is I-RDR with a frequency of 109.9. The no NOTAM maintenance time is from 1000-1400Z++ Mon, Tue.

2.10.3. Digital Airport Surveillance Radar (DASR). Grand Forks is equipped with a DASR. The no NOTAM maintenance time is from 0700-1200Z++ Mon-Fri.

2.11. Transient Alert (TA) Services. Limited fleet service is available. Available TA services and normal hours of operation are listed in the DOD IFR Supplement under TRAN ALERT, or within NOTAMs. Hours of operation can be adjusted to facilitate aircraft arrivals and departures outside of normal operating hours when prior notification is given through a PPR and 319 OSS/CC approval is granted.

2.12. Digital Automatic Terminal Information Service (D-ATIS) Procedures.

2.12.1. The Digital ATIS is a continuous UHF broadcast of recorded advisory information for GFAFB. Its purpose is to relieve frequency congestion by automating the repetitive transmission of essential, but routine information.

2.12.2. The Digital ATIS will be operational while Tower is open.

2.12.3. During periods of rapidly changing weather, the following statement may be broadcast on the ATIS: "GRAND FORKS AFB, CONTACT GROUND ON FREQUENCY 119.15 FOR CURRENT WEATHER AND AIRFIELD INFORMATION."

2.12.4. When Tower is closed the following statement will be broadcast, "GRAND FORKS AFB, CONTROL TOWER IS CLOSED UNTIL (DATE) AT (TIME.)"

2.12.5. Pilots will use the Digital ATIS to the maximum extent possible and report the ATIS code to either Tower or RAPCON upon initial contact. Problems or comments on the Digital ATIS should be reported to Tower.

2.13. Aircraft Special Operations Areas/Ramps.

2.13.1. Arm/De-Arm area is located on Taxiway Golf, the north hammerhead.

2.13.2. Engine Run-up Areas. Large/Heavy aircraft engine runs on Charlie Ramp parking spots C13 through C22 are not authorized above flight idle. Maintenance engine runs are not authorized on C14 – C17.

2.13.3. Drag Chute Jettison Areas. Tower will instruct transient landing aircraft not to release their drag chutes until after exiting the runway. When pilots report their chutes have been released, Tower will notify TA. At night or when visibility is poor, and pilots report their chutes have been released, Tower will suspend runway operations until the chute is retrieved.

2.13.4. Hot Pit Refueling Areas. Hot Pit refueling is not available.

2.13.5. UAS Designated Start Areas.

2.13.5.1. RQ-4 engine start areas are as listed.

2.13.5.1.1. Primary- C-24

2.13.5.1.2. Alternate- C-25

2.13.5.1.2.1. If Charlie Ramp access is blocked:

2.13.5.1.2.1.1. Taxiway Delta- for Runway 35

2.13.5.1.2.1.2. Taxiway Golf- for Runway 17

2.13.5.2. MQ-1 and MQ-9 do not have a designated Engine Start Area

2.14. Aircraft Towing Procedures. All tow operations shall be coordinated with Tower. The coordinating agency shall pass call-sign/aircraft tail number, current parking location and new parking location.

2.15. Aircraft Taxiing Requirements.

2.15.1. Due to deteriorating pavement conditions, aircraft are restricted from taxiing backwards onto spots C1 – C11 on their own power. TA will back aircraft onto these spots.

2.15.2. Taxiway Alpha 3 is restricted to aircraft with wingspans of 110 feet or less when aircraft are parked on spots C25-C28. Aircraft requiring the use of Taxiway Alpha 3 with wingspans greater than 110 feet will require wing walkers when parking spots C25-C28 are occupied.

2.16. Airfield Maintenance. All required airfield maintenance shall be pre-coordinated with the airfield manager. All sweeper operations, grass mowing, airfield lighting maintenance, and snow removal shall be IAW the Airfield Sweeper Support Operations Letter; GFAFBI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan*; Documenting and Tracking Airfield Lighting Outages Operations Letter and GFAFBI 32-1002, *Snow and Ice Control*. Contact 319 OSS/OSA for a copy of the above LOPs.

2.16.1. Rubber Removal Plan and Airfield Paint/Removal Plan. Airfield striping and painting is conducted annually during the summer months of the year. The project is contracted through CE with the coordination of the Airfield Manager to ensure those areas requiring special attention are given the proper consideration. Due to the limited amount of aircraft traffic and the aggressive snow removal procedures, rubber removal is not necessary at GFAFB.

2.16.2. Airfield Construction.

2.16.2.1. Coordination with Airfield Management and Wing Safety shall occur in design through pre-work, and project initiation throughout the work-in-progress phase.

2.16.3. Airfield Management requires at least 15 days prior notice to the start of any airfield construction for processing of NOTAMs, ATC procedure review, and coordination of airfield limitations and closures. Due to mission planning limitations of the RQ-4 Global Hawk, any construction which impacts the designated start point, (see paragraph 2.12.5), or taxi routes for the Global Hawk requires at least 60-days' notice to Airfield Management for coordination prior to the start of construction.

2.16.3.1. Restrictions. If a construction project covers a significant area on the airfield, a free zone may be established for that area of work. To the maximum extent possible, the free zone will include a travel route to/from the project site to an entrance/exit of the airfield proper. If this travel route cannot be incorporated into the free zone, the contractor must be escorted by the proponent of the project or other personnel with airfield escort privileges and authorized by Airfield Management.

2.16.4. Waivers to Airfield and Airspace Criteria.

2.16.4.1. Any construction or maintenance work within or near the airfield environment shall be coordinated with the Airfield Manager prior to commencement of work, normally at the pre-construction meeting. If no pre-construction meeting is scheduled, coordinate with the Airfield Manager at least 45 days prior to commencement of work.

2.16.4.2. The Airfield Manager will coordinate with the Base Community Planner and AMC TERPS to ensure appropriate waivers to airfield and airspace criteria, IAW Unified Facilities Criteria (UFC) 3- 260-01, Airfield and Heliport Planning and Design Criteria, are accomplished. All applicable waivers must be approved prior to the project start date.

2.16.4.3. A temporary construction waiver is required for all construction activity on GFAFB that violates any airfield criteria, including imaginary surface or lateral clearance limits as identified in UFC 3-260-01.

2.16.4.4. IAW UFC 3-260-1, temporary construction waivers must be requested from the installation commander NLT 45 days prior to construction start unless it is an emergency situation. Provide signed copy of temporary construction waiver to 319 OSS/OSAA prior to construction start.

2.16.4.5. 319 CES/CEN and Airfield Management are the OPRs for all temporary construction waivers. Temporary waivers must address the required areas outlined in UFC 3-260-01 and include an operational risk management assessment. Temporary waivers will include the particulars of the construction project to include airfield criteria violations, impacts to airfield operations, and mitigating actions to reduce the risk of mishap.

2.16.4.6. The airfield waiver package contains the number of permanent and temporary waivers. Contact the Airfield Manager to view the waiver package and the status of each waiver.

2.17. Runway Surface Condition (RSC) and Runway Condition Reading (RCR) Values.

2.17.1. AMOPS will conduct periodic runway friction readings in accordance with TO 33-1-23, *Equipment and procedures for Obtaining Runway Condition Readings*, when there is snow, ice or slush on the airfield.

2.17.2. AMOPS will relay RSC and/or RCR information to Weather, Command Post, Snow Control, Fire Department, local flying units and Tower for inclusion on the D-ATIS. Tower will verbally notify RAPCON.

2.17.3. RSC shall be reported as dry, wet, slush (SL), packed snow (PS), loose snow (LS), or ice (IR). The RSC depth will be reported to the nearest 1/10th of an inch.

2.17.4. RCR values are used by aircrews to determine what operations can and cannot be conducted due to friction concerns on the airfield pavement. An RCR is given when the runway/taxiways are covered by LS, PS, or IR.

2.18. Runway Inspections/Checks.

2.18.1. Airfield Management is responsible for forwarding all pertinent airfield condition information that could constitute an aircraft safety hazard to Tower, RAPCON, Command Post, Wing Safety, and Base Weather. Personnel operating on the airfield should report any observed safety hazards to AMOPS.

2.18.2. Airfield Management is responsible for accomplishing airfield inspections and checks IAW AFI 13-204V3. Airfield inspections and checks are accomplished to identify obstructions or conditions that are hazardous to aircraft operations. Conditions checked will include, but are not limited to, construction areas, runway condition readings (RCR), obstruction lights, airfield lighting, wildlife/bird watch condition, grass mowing, standing water, and snow removal. Airfield Management will relay all pertinent information and any changes to Tower, Command

Post, Safety Office, and Base Weather. Tower shall notify RAPCON of changes via automated or verbal means.

2.18.3. The Airfield Manager will conduct quarterly joint airfield inspections IAW AFI 13-204V3. Attendance is required by the following agencies: 319 OSS/OSA (AOF/CC and Tower Chief Controller), 319 ABW/SE, 319 CES/CEO/CEN, and 319 SFS/S5S.

2.18.4. Tower shall notify all aircraft of airfield conditions prior to the start of taxiing or the issuance of landing clearance, with the exception of aircraft switching from RAPCON. Tower will notify RAPCON and AMOPS of any airfield conditions or discrepancies not previously reported.

2.18.5. RAPCON shall notify all aircraft of runway conditions on initial contact or prior to relaying landing clearance.

2.19. Opening/Closing the Runway.

2.19.1. Airfield Management is the opening and closing authority for the runway and taxiways.

2.19.2. Airfield Management shall open the runway after any runway closure, prior to any aircraft operations on the airfield. Airfield Management will ensure all checks and notifications are accomplished IAW AFI 13-204V3 and local checklists.

2.19.3. Airfield Management has the authority to close the runway due to any unsafe condition or when:

2.19.3.1. Construction, airfield repair, or during snow removal operations on or near the runway.

2.19.3.2. There is an aircraft mishap on the airfield.

2.19.3.3. Directed by the Crisis Action Team, 319 ABW/CC, AOF/CC, Airfield Manager, or designated representative.

2.19.3.4. There is any unsafe condition that will affect runway operations, typically for an extended period of time.

2.19.4. NOTAMs will be published for extended periods of closure, normally more than one hour. For planned closures, Airfield Management will send applicable NOTAM(s) no earlier than three days in advance and advise all agencies concerned (ATC, CP, flying units, 319 CES, Flight Safety, etc.). Airfield Management will cancel the applicable NOTAMs when the runway is ready to reopen. Airfield Management will perform the required checks prior to reopening the runway(s).

2.20. Suspending/Resuming Runway Operations.

2.20.1. Airfield Management/Tower Watch Supervisor shall suspend runway operations when:

2.20.1.1. An emergency aircraft lands. EXCEPTION: Emergency fuel and physiological emergencies will not automatically result in runway suspension. **NOTE**: When runway operations are suspended, access on to the runway still requires Control Tower authorization.

2.20.1.2. A disabled aircraft is on or near the runway.

2.20.1.3. There is a possibility of debris or fluid on the runway.

2.20.1.4. Directed by the 319 ABW/CC, 319 OSS/CC, AOF/CC, Airfield Manager, Tower Watch Supervisor, or designated representative.

2.20.1.5. If in Airfield Management's or the Tower Watch Supervisor's opinion, safety of flight is jeopardized for any reason.

2.20.2. If runway operations are suspended, the agency suspending runway operations shall notify Tower immediately and relay the reason for suspension.

2.20.3. Tower will notify RAPCON when runway ops are suspended or resumed.

2.20.4. Tower shall not resume normal operations until Airfield Management has determined that the runway is safe and operations should be resumed. All runway checks will be IAW AFI 13-204v3.

2.21. Engine Test/Run-up Procedures.

2.21.1. All engine runs shall be coordinated through Airfield Management. The coordinating agency shall pass call-sign/aircraft tail number and parking location. Airfield Management will then relay information to Tower. Tower will terminate any engine run if it impacts, or has the potential to impact, airfield operations.

2.21.2. Aircrews or maintenance teams conducting engine runs must maintain radio contact with Tower. There are no specifically designated engine run areas on the airfield.

2.21.3. Contact Control Tower on ground control frequency prior to engine start and advise the Control Tower of the following:

2.21.3.1. Call sign or aircraft tail number

2.21.3.2. Parking location

2.21.3.3. Intent to run engines and time of planned engine start.

2.21.4. Monitor ground control frequency during the entire engine run.

2.21.5. Terminate the engine run or reduce power immediately if directed to do so by the Control Tower.

2.21.6. Advise Tower on ground control frequency upon termination of engine run.

2.21.7. Transient Aircraft must request permission for engine runs with Transient Alert, Airfield Management and Control Tower.

2.21.8. Large/Heavy aircraft engine runs on Charlie Ramp parking spots C13 through C22 are not authorized above flight idle. Maintenance engine runs are not authorized on C14 – C17.

2.22. Noise Abatement Procedures.

2.22.1. Aircraft should avoid flying over the base housing area below 2400ft MSL, except for aircraft on approved photo flights or mosquito spraying operations.

2.22.2. ATC shall avoid giving clearances/vectors to DC-9 or larger aircraft that will take them over the city of Grand Forks below 4,000 ft MSL.

2.23. Protecting Precision Approach Critical Areas.

2.23.1. Precision Approach Critical Areas. Precision approach critical areas shall be protected IAW AFI 13-204V3 and FAAO JO 7110.65 (See Attachment 9).

2.23.1.1. Runways 17/35 ILS Localizer Critical Areas. These areas encompass the rectangular area extending from the localizer antenna to 2,000 ft toward the approach end of the runway and 150 ft on each side of the runway centerline. It also includes a 50 ft extension behind the localizer antenna.

2.23.1.2. Runways 17/35 ILS Glideslope Critical Areas. These areas encompass the fan-shaped area that extends from the glideslope antenna to 1,300 ft toward the approach end of the runway. It covers an area 30 degrees to each side of a line drawn through the glideslope.

2.23.2. Precision Obstacle Free Zone (POFZ). This zone is an 800 ft wide by 200 ft long rectangular area centered on the runway centerline, beginning at and extending outward from the end of runway, designed to protect aircraft flying precision approaches from ground vehicles and other aircraft when the ceiling is less than 300 ft, or the visibility is less than 3/4 statute mile.

2.23.2.1. The only portion of the POFZ affected at GFAFB is the northwest corner of the hammer head on Taxiway Golf. There are no identifying marks or signs to indicate the boundaries of the POFZ. However, the TACAN Check Point sign is a visual indication that you are outside the POFZ.

2.23.2.2. When the ceiling is less than 300 ft or the visibility is less than 3/4 statute mile, no vehicles over 10 ft high or any vertical aircraft surfaces may penetrate this area when an aircraft is less than 2 miles on the final approach course to Runway 17. Horizontal aircraft surfaces such as wings may penetrate this area with no restrictions.

2.23.2.3. Vehicles more than 10 ft high must be in radio contact with Tower when inside the POFZ and weather conditions dictate the POFZ will be protected.

2.23.2.4. Tower will advise drivers to hold at or behind the TACAN Check Point sign until inbound aircraft have landed. IAW FAAO JO 7110.65, Tower will advise aircraft on final approach to Runway 17 when vehicles or aircraft are unable to exit the POFZ.

2.24. Restricted/Classified Areas.

2.24.1. Restricted Areas.

2.24.1.1. Charlie Ramp, Bravo Ramp, and the area surrounding the 600- series hangars are Restricted Areas when aircraft are present. All other times they are Controlled Areas. Red lines depict the boundary of the restricted area. Entry control points (ECP) located at the north and south end of the Charlie Ramp and the five ECPs located on Bravo Ramp will be utilized at all times when aircraft are present and to the maximum extent possible when they are not.

2.24.1.2. Refer to the airfield diagram in Attachment 4 for Airfield Restricted Areas.

2.24.2. Classified Areas. There are no Classified Areas on the airfield.

2.25. Auxiliary Power for ATCALS Facilities.

2.25.1. Building 699. The Tower or RAPCON Watch Supervisors will notify Power Production, 319 CES/CEO whenever the generator auto starts. All Air Traffic Control related

equipment in Building 699 is protected by an UPS system. The UPS will allow equipment to remain online until the Generator starts and is able to maintain power for the building.

2.25.2. TACAN. RAPCON is notified via SENSAPHONE when the TACAN generator auto starts. The TACAN is protected by an UPS which will maintain power until the generator can supply power for the TACAN. RAPCON will notify Power Production and Airfield Systems after receiving the SENSAPHONE call. If an outage occurs outside of normal duty hours Power Production can be contacted through the Fire Department.

2.25.3. ILS. The ILS is protected by back-up batteries. If commercial power is lost the Remote Maintenance Center (RMC), (DSN 884-8351, Comm. 405-734-8351), at Tinker AFB, Oklahoma will receive an alarm. They will notify Airfield Systems, (319 OSS/OSAM), to assess the situation and contact Power Production.

2.25.3.1. For additional information on RMC responsibilities contact 319 OSS/OSA for a copy of the AMC RMC Support MOA.

2.25.3.2. Generator Test Runs. 319 CES/CEO will coordinate any proposed maintenance actions and cuts of commercial power to include generator tests or other auxiliary power tests with the RAPCON Chief Controller or ATC Tower Chief Controller and ATCALS Maintenance at least 72 hours in advance. When cutting commercial power to an ATCALS system, ATCALS maintainers will be present.

2.25.3.3. 15 minutes prior to performing any maintenance actions or tests 319 CES/CEO will contact the Watch Supervisor of the affected facility and ensure that it is safe to perform the work. The Watch Supervisor of the primary facility concerned is the final approval authority

2.26. Wear of Hats and Airfield Smoking Procedures.

2.26.1. GFAFB airfield is a no hat area due to the potential foreign object damage they may cause. Winter/watch caps and Balaclavas are approved during winter months.

2.27. Smoking is not allowed on the airfield.

2.28. Custodial Control of ATC Recordings. The AOF/CC has custodial control of all audio recordings of ATC frequencies and landlines. Contact the 319 OSS/OSA for necessary access to recorded media and tape transcripts.

Chapter 3

3. FLYING AREAS

3.1. Local Flying Area/Designation of Airspace.

3.1.1. Grand Forks AFB Class D Airspace. Red River Tower's Class D Airspace extends from the surface, 911 ft MSL, up to and including 3,400 ft MSL. It encompasses a 4.9 NM radius of Grand Forks AFB and is adjacent to Grand Forks Tower's airspace directly to the east. It provides VFR ATC services to aircraft within the Class D airspace.

3.1.2. Grand Forks International Airport Tower's airspace is Class D and extends from the surface to and including 3,300 ft MSL. It encompasses a 4.2 NM radius around the airport and is adjacent to Red River Tower's airspace directly to the west.

3.1.3. RAPCON controls the Class E airspace covering 4,200 square miles over northeastern North Dakota and a small portion of northwest Minnesota. Within this airspace, there are two main airports (GFAFB – RDR and Grand Forks International Airport – GFK) and 13 satellite airfields. This Class E airspace is from the surface to 10,000 ft MSL (the actual floor where Class E starts differs throughout the airspace, from the surface to 1,200 ft AGL, depending on proximity to airports with precision approaches.) RAPCON provides the following services:

3.1.3.1. Advisories, separation, and sequencing to Instrument Flight Rules (IFR) aircraft landing at or departing from GFAFB or Grand Forks International Airport and transitioning through GFAFB's airspace.

3.1.3.2. Advisories to VFR aircraft landing at GFAFB or Grand Forks International Airport.

3.1.3.3. VFR/IFR service to GFAFB, Grand Forks International, Crookston, Grafton, Warren, Larimore, Northwood, Mayville, Park River, Red Lake Falls, Fertile, Drayton, Stephen, Lakota, and Hillsboro airports.

3.1.3.4. VFR flight following services, time and workload permitting.

3.1.4. A 99.7 Special Security Instruction (99.7 SSI), Temporary Flight Restriction is used by Grand Forks AFB when Unmanned Aircraft Systems (UAS) are operating or proposed to be operating. The airspace is depicted in FAA NOTAMS when active. Use of this airspace is dependent on FAA and base leadership guidance. 319 OSS/OSO is the scheduling authority for use of the 99.7 SSI airspace. For information regarding the Grand Forks AFB, ND TFR, including active times and airspace dimensions, see http://tfr.faa.gov/tfr2/list.html.

3.1.5. Military Training Routes (MTR): IR 678 (Attachment 7) is the only MTR located in RAPCON's airspace. It enters near Cooperstown to the southwest and exits near Park River to the northwest. Aircraft on IR 678 operate at 3,000 ft MSL and below.

3.2. VFR Local Training Areas.

3.2.1. There are no VFR Local Training Areas defined for military aircraft at Grand Forks AFB.

Chapter 4

4. VFR PROCEDURES

4.1. VFR Weather Minimums.

4.1.1. VFR traffic pattern weather minim: 500 ft cloud clearance and 3 SM visibility for the VFR traffic pattern to be open. The Tower Watch Supervisor has the discretion to close the VFR traffic pattern. (See **Attachment 5**).

4.2. VFR Traffic Patterns.

4.2.1. All VFR traffic patterns are to be conducted within Tower's Class D airspace under Tower's control. Primary patterns are flown to the west. East pattern traffic is authorized for large or smaller aircraft, and helicopters.

4.2.2. Pattern altitudes are as follows:

4.2.2.1. Light aircraft/helicopter traffic pattern - 1,500 ft MSL or as directed by ATC.

4.2.2.2. Rectangular traffic pattern - 2,000 ft MSL or as directed by ATC.

4.2.2.3. Overhead traffic pattern - 2,500 ft MSL.

4.2.2.3.1. In order to protect the overhead traffic pattern, Tower shall issue the following instructions to departing aircraft when an aircraft is in the overhead traffic pattern: "*MAINTAIN AT OR BELOW 2,000 FT MSL (OR 500 FT BELOW OVERHEAD PATTERN ALTITUDE ASSIGNMENT) UNTIL DEPARTURE END OF RUNWAY".*

4.2.2.3.2. RDR VFR holding/Lost Link points: RDR Tower will issue one of the following points to all departing and arriving CBP and 119th ANG UAS aircraft. If multiple aircraft utilize the same point ATC will assign different holding altitudes.

4.2.2.4. MOLLE- Located northwest of the field at 308R/3.3DME

4.2.2.5. JOEEI- Located southwest of the runway at 241R/2.6DME

4.2.3. Pilots shall commence closed traffic patterns at the departure end of the runway unless approved otherwise by Tower.

4.2.4. Closed traffic patterns will be flown east of Turtle River State Park.

4.2.5. SFO Patterns shall only be accomplished by flying organizations that have an approved Letter of Agreement with Red River Tower and Grand Forks RAPCON.

4.3. Special Procedures.

4.3.1. Helicopters. There are no designated Helipads. All helicopters will arrive to and depart from the runway (unless previously coordinated with Airfield Management) and be conducted IAW FAAO JO 7110.65.

4.3.2. Functional Check Flights (FCF). FCF's will be conducted IAW an LOA or LOP between the aircraft operator and the 319 OSS. Procedures will be specific to effectively handle the airframe being flight checked.

4.3.3. Paradrop Operations. Paradrop operations shall only be accomplished by organizations that have an approved Letter of Agreement with 319OSS/OSA.

4.3.4. 360-Overhead Pattern Protection. See Paragraph 4.2.2.3.1.

4.4. Reduced Same Runway Separation. There are no provisions for Reduced Same Runway Separation at Grand Forks AFB. Runway separation minimums will be IAW FAAO JO 7110.65 and AFI 13-204V3.

4.5. Intersection Departures.

4.5.1. Intersection departures are authorized IAW AFI 13-204V3 and FAAO JO 7110.65. Distance remaining from each intersection are as follows:

4.5.2. Runway 35:

4.5.2.1. Taxiway Delta: 11,450 ft remaining.

4.5.2.2. Taxiway Echo: 9,150 ft remaining.

4.5.2.3. Taxiway Foxtrot: 4,050 ft remaining.

4.5.3. Runway 17:

4.5.3.1. Taxiway Echo: 3,200 ft remaining.

4.5.3.2. Taxiway Foxtrot: 8,300 ft remaining.

4.5.4. Helicopters will arrive and depart as directed by ATC.

Chapter 5

5. IFR PROCEDURES

5.1. Radar Traffic Patterns. The standard radar traffic pattern is a west pattern at 3,000 ft MSL (See Attachment 6). Light aircraft and rotary aircraft may use the east pattern.

5.2. Surveillance (ASR) Approaches/Precision Approach Radar (PAR) Approaches/Monitoring. ASR and PAR approaches are not available at Grand Forks AFB.

5.3. Local Departure Procedures. Local Departure Procedures are established for base assigned UAS only and are defined in the organizational LOP.

5.4. Radar Vector to Initial Procedures. Requests from IFR aircraft for an overhead approach shall be made with Grand Forks Approach Control. If approved, aircraft will be sequenced no closer than a five mile initial unless otherwise coordinated between Tower and RAPCON.

Chapter 6

6. EMERGENCY PROCEDURES

6.1. Primary Crash Alarm System (PCAS) and Secondary Crash Net.

6.1.1. Primary Crash Net.

6.1.1.1. Control Tower will activate the PCAS on all declared and observed aircraft and airfield emergencies, including exercise inputs. If the PCAS is out of service, Tower will notify Airfield Management via landline and Airfield Management will activate the Secondary Crash Net (SCN), relay that PCAS is out of service, and forward the emergency information. Participants with two-way communications shall be:

6.1.1.1.1. Tower (Activator).

6.1.1.1.2. AMOPS

6.1.1.1.3. Fire Department.

6.1.1.1.4. Medical Group Ambulance Services.

6.1.1.2. Testing. Tower shall check the PCAS daily between 0800-0830L.

6.1.1.2.1. Tower shall activate the PCAS when information is received regarding an aircraft with an In Flight Emergency (IFE) or a Ground Emergency (GE) and reactivate the net if the aircraft crashes, or encounters other hazardous situations. Tower controllers will attempt to provide the following information:

6.1.1.2.1.1. Aircraft call sign and type.

6.1.1.2.1.2. Nature of emergency.

6.1.1.2.1.3. Pilot's desires.

6.1.1.2.2. Additional information:

6.1.1.2.2.1. Fuel status.

6.1.1.2.2.2. Number of personnel on board.

6.1.1.2.2.3. Estimated Time of Arrival (ETA).

6.1.1.2.2.4. Landing runway.

6.1.1.2.2.5. Wind direction and speed.

6.1.1.2.2.6. Hazardous cargo information.

6.1.1.2.2.7. Aircraft tail number and parking location (if known, for ground emergencies).

6.1.1.2.2.8. Any other pertinent information. **NOTE:** Controllers should not delay activation to obtain all the above information. Tower should activate the PCAS as soon as sufficient information is received to start the emergency response process.

6.1.1.3. Tower will also activate the PCAS for the following reasons:

6.1.1.3.1. On/off-base aircraft accidents.

6.1.1.3.2. Suspected/actual hi-jack situations.

6.1.1.3.3. Natural disasters that affect the airfield.

6.1.1.3.4. Tower evacuation.

6.1.1.3.5. Aircraft no radio situations.

6.1.1.3.6. UAS Lost Link.

6.1.1.3.7. Bomb threats.

6.1.1.4. ATCT will:

6.1.1.4.1. Test the PCAS daily between 0830L and 0900L.

6.1.1.5. PCAS users will:

6.1.1.5.1. Be prepared to copy information and refrain from asking questions until the end of a transmission.

6.1.2. Secondary Crash Net (SCN).

6.1.2.1. AMOPS is the SCN manager. The following agencies are on the SCN with two-way communications.

6.1.2.1.1. AMOPS (Activator)

6.1.2.1.2. Command Post (Alternate Activator)

6.1.2.1.3. Fire Department.

6.1.2.1.4. Base Weather.

6.1.2.1.5. Security Forces.

6.1.2.1.6. Flight Medicine

6.1.2.1.7. Global Hawk Maintenance Operations Control Center (MOCC)

6.1.2.1.8. Emergency Management

6.1.2.1.9. MSG/CC

6.1.2.1.10. The following agencies have receive only capability on the SCN:

6.1.2.1.11. Wing Safety

6.1.2.1.12. Public Affairs

6.1.2.1.13. Transient Alert

6.1.2.2. If AMOPS is unable to activate the SCN (due to evacuation of the building, equipment outage, etc.), Tower will activate the PCAS, then immediately relay the information to Command Post.

6.1.2.3. Testing. AMOPS will test the SCN daily between 0800-0900L. Command Post will test the alternate SCN weekly on Fridays immediately after the AMOPS SCN test.

6.1.2.4. If Tower, RAPCON or AMOPS receive initial notification from a suspicious caller about a bomb or threat to any agency or building on base, call 911 and pass on all available information.

6.2. Emergency Response Procedures. Grand Forks AFB's emergency response procedures are outlined in the *319 ABW Integrated Defense Plan (IDP), 319 ABW Installation Emergency Management Plan (IEMP) 10-2*, and *Grand Forks AFB Mishap Safety Investigation Response Plan* 91-2. These publications document the procedures for on and off base in-flight/ground emergencies and the responsibilities of the incident commander.

6.3. External Stores Jettison Area. Stores should be jettisoned at the north end of the airfield in a 500 ft (east-west) by 3,500 ft (north-south) area, bounded on the south by the Runway 35 localizer antenna array and on the north by the airfield boundary. Grand Forks AFB Control Tower will activate the PCAS when informed of an impending external stores jettison.

6.3.1. Stores shall only be dropped directly west of the localizer antenna. Jettisons made beyond this point may result in an impact beyond the airfield boundary.

6.3.2. Aircraft should notify Tower and/or RAPCON as soon as possible when the stores jettison area is required and advise Tower when the drop has been completed.

6.3.3. Approach to the area is made by flying south to north, approximately 1,000 ft west of the runway, at an altitude of 1,600 ft MSL. During night and/or IFR conditions, the area may be located by executing the TACAN Runway 35 missed approach, proceeding out R-353, jettisoning between 1.0 and 1.5 DME. Time and circumstances permitting, a dry run should be made prior to actually dropping stores in order to become familiar with the proper drop area. Controller assistance in reaching the jettison area is limited to providing a description of the area.

6.3.4. If the first jettison attempt is unsuccessful, aircraft should avoid flying over structures and aircraft parking ramps.

6.3.5. Tower shall direct any available radio equipped vehicle to assist in clearing the stores jettison area whenever non-radio equipped vehicles are observed near the area. Aircraft/vehicles shall not be authorized access to the runway or Taxiway Golf during stores jettison operations.

6.4. Fuel Dumping.

6.4.1. Ground Fuel Dumping. After a pilot advises that ground fuel dumping is necessary, Tower shall activate the PCAS.

6.4.1.1. The south fuel dump area is located on Taxiway Charlie, approximately 150 ft east of the hold line. Aircraft shall turn to a heading of approximately 340 degrees before dumping fuel.

6.4.1.2. The north fuel dump area is located on Taxiway Golf, between the road and the runway overrun. Aircraft shall turn to a heading approximately 175 degrees before dumping fuel.

6.4.2. Airborne Fuel Dumping. The airborne fuel dump area is located on the RDR 220 radial, between 25 and 60 DME, above FL210. This area shall be used for all fuel dumping in the Grand Forks area, except when a delay incurred going to the area or altitude would compromise flight safety.

6.5. Emergency Aircraft Arresting System. Grand Forks AFB has no Arresting Systems installed.

6.6. Hot Brake Area. After aircrew or TA advises Tower of an aircraft with possible hot brakes, Tower will activate the PCAS giving the location/type of aircraft, in addition to any

further emergency information that is available. The south hot brakes parking area is located on Taxiway Charlie. The north hot brakes parking area is located on Taxiway Golf.

6.7. Abandonment of Aircraft. Designated bailout is one mile north of the runway, 8,000 ft to 10,000 ft MSL, and heading 350 degrees.

6.8. Emergency Locator Transmitter (ELT).

6.8.1. Upon receipt of an ELT signal on 243.0 or 121.5 MHz, Tower shall notify RAPCON who shall notify Minneapolis Center (ZMP) and Command Post, which will initiate search procedures.

6.8.2. Upon termination or after locating the source of the ELT, Tower shall notify RAPCON who shall notify Minneapolis Center and Command Post.

6.9. Hung Ordnance Hot Armament. Tower will direct aircraft landing with hot armament or hung ordnance (guns, rockets, etc.) to the Arm/De-arm area located on Taxiway Golf, the north hammerhead, and notify AMOPS.

6.9.1. Aircraft will be directed to make all turns to the west (when possible) and will park facing west.

6.9.2. Aircraft landing with "hot" armament will not be treated as an emergency unless specifically declared by the pilot.

6.9.3. When an aircraft is parked facing west and its "line of fire" is across the runway, Tower will suspend runway operations until the aircraft is de-armed in the case of hot armament.

6.9.4. When an aircraft has hung ordnance, Tower will direct the aircraft to the Arm/De- arm area on Taxiway Golf, or an area designated by TA, and activate the PCAS. GFAFB does not have the capability to Arm/De-arm aircraft. Tower will call Command Post for the location of the nearest EOD unit.

6.10. Wind Limitations on Control Tower. Tower will be evacuated to RAPCON, Bldg. 699, when sustained winds exceed 78 knots. ATC will notify 319 CES for a structural evaluation on the facility and will remain in RAPCON until the structural evaluation deems it safe to return to the Tower Cab.

6.11. Evacuation of Airfield Operations Facilities. ATC and/or Airfield Management facilities may be evacuated due to bomb threats, approaching tornadoes, high winds, structural damage due to fire, communications failures or as determined for safety.

6.11.1. Tower Evacuation. Prior to evacuation, time permitting, Control Tower personnel will:

6.11.1.1. Broadcast on all air traffic control frequencies (to include emergency and ATIS frequencies) that Grand Forks AFB Control Tower is being evacuated and runway operations are suspended. All airborne aircraft shall be advised to contact Grand Forks Approach Control for further instructions. All taxiing aircraft shall be advised to return to parking and contact Command Post.

6.11.1.2. Direct all transient aircraft conducting practice approaches to depart the traffic pattern.

6.11.1.3. Activate the PCAS. **NOTE:** If unable to complete the evacuation checklist, Control Tower will contact Airfield Management via telephone.

6.11.2. Upon notification of Control Tower evacuation, Airfield Management will:

6.11.2.1. Notify Grand Forks Approach Control when Grand Forks AFB Control Tower evacuates.

6.11.2.2. Activate the SCN and relay all information verbatim.

6.11.2.3. Issue the following NOTAM: "Grand Forks AFB Control Tower has been evacuated and the airfield is closed. Contact Command Post for further instructions."

6.11.2.4. Based on the expected duration of the outage (more than one week), it may be necessary to request Combat Communications support through HQ AMC/A3A.

6.11.3. RAPCON Evacuation.

6.11.3.1. Minneapolis Center shall assume control of RAPCON airspace and provide approach control services. As a result, practice radar approaches normally provided by RAPCON will be curtailed due to the increased workload placed on Minneapolis Center and its inability to see all traffic in and around GFAFB due to equipment limitations.

6.11.3.2. Direct all transient aircraft conducting practice approaches to depart the traffic pattern.

6.11.4. Both Tower and RAPCON Evacuation.

6.11.4.1. All procedures for Tower and RAPCON will be completed in addition to:

6.11.4.2. If there is an IFE or GE AMOPS will activate the SCN in lieu of the PCAS.

6.11.4.3. Routine access by ATCALS personnel to buildings within the CMA (i.e., localizer, glideslope, etc.) will be discontinued. 319 CS shall coordinate emergency access through AMOPS.

6.11.4.4. Resumption of ATC Service. Both Tower and RAPCON have internal procedures/checklists for reopening the facilities, notifying on and off-base agencies, and assuming control of airspace and traffic. These procedures will be followed when the facilities are returned to service.

6.11.5. Airfield Management Evacuation.

6.11.5.1. Airfield Management will notify Tower with reason for evacuation, relocation site and request PCAS activation if the situation warrants. Time permitting they will activate the Secondary Crash Net and also notify Command Post and RAPCON.

6.12. Other Emergency Procedures.

6.12.1. Command Post shall initiate Conference Hotel telephone calls as required.

6.12.2. After an aircraft with an IFE has landed, or an aircraft has declared a GE, Tower shall ask the pilot if further assistance is required, then relay the information to the Incident Commander. The On-Scene Commander shall make the decision to terminate the emergency. Tower shall notify AMOPS and RAPCON when the emergency has been terminated.

6.12.3. If a civilian pilot requests the location of the nearest explosive detection K-9 team, ATC will contact the FAA Washington Operations Center (AEO-100) at (202) 267-3333, DSN 851-3750 IAW AFI 13-204V3. Civil use of military working dogs must be approved by the 319 ABW/CC

6.12.3.1. Provide AEO-100 with the aircraft's identification, position, and pilot's intentions.

6.12.3.2. If a military aircraft landing at GFAFB requests an explosive detection K-9 team, Tower shall activate the PCAS and relay all available information. Tower will then coordinate necessary information with Base Defense Operations Center via the landline. This request must be approved by the 319 SFS/CC

6.12.3.3. Aircraft suspected of having a bomb onboard will be taxied to northernmost portion of the airfield via the runway. They will hold there until cleared by the Incident commander.

6.13. Alternate Facility Procedures.

6.13.1. Grand Forks AFB is not equipped with alternate facilities for air traffic control operations in the event the Control Tower and/or RAPCON are evacuated or are otherwise not operational.

6.13.2. Airfield Management's alternate facility for evacuation is:

6.13.2.1. Primary: Tower/RAPCON, Building 699, Room 109, phone 747-3826.

6.13.2.2. Alternate: Transient Alert, Building 661, Room 107, phone 747-5187.

6.13.2.3. In the event of an evacuation, Airfield Management will bring required equipment and make required notifications, both defined in local QRC and AFI 13-204V3.

6.14. Aircraft Rescue and Firefighting (ARFF). Grand Forks AFB is manned and equipped as a category 3 base.

6.15. Weather Dissemination/Coordination and Hazardous/Severe Weather Notification Procedures. Weather dissemination/coordination and hazardous/severe weather notification procedures including lightning response are outlined in GFAFBI 15-101, *Weather Support*. Tower, RAPCON, and Airfield Management will respond IAW GFAFBI 15-101 and their facility checklists.

6.16. Airport Surveillance Radar (DASR) Antenna Free Wheeling. ATCALS Maintenance personnel will place the DASR antenna into free wheel mode when forecast or observed winds are 50 knots or more (TI 6310.59 para 1.6.3.4 allows for DASR operation up to 85 knots however it would be unsafe for ATCALS personnel to travel outside to free wheel the antenna at this speed.).

6.16.1. RAPCON will notify ATCALS if these wind conditions exist or are forecast to exist. RAPCON will make notifications IAW their local QRC.

6.16.2. Tower will notify RAPCON if they observe or the forecast calls for wind of 50 knots or more. If the Tower is open and RAPCON is closed Tower will notify ATCALS directly.

Chapter 7

7. FLIGHT PLANNING PROCEDURES

7.1. Flight Planning. Flying units shall file a flight plan with AMOPS in person, via email (319oss.osaa.amops@us.af.mil) or through direct fax, (747-4217). Email or direct fax filings require a follow-up phone call to AMOPS, (747-4409), 15 minutes after submittal to verify receipt and accuracy of flight plan. Per AFI 13-204V3, if AMOPS is not provided the original flight plan, flying units are responsible for maintaining the original IAW AFMAN 33-363.

7.2. Forwarding Flight Plan Data. AMOPS shall forward the following information to Tower on proposed departures and scheduled arrivals.

7.2.1. Type of flight plan.

7.2.2. Call sign.

7.2.3. Type aircraft.

7.2.4. Proposed departure and/or estimated time of arrival.

7.2.5. Destination airport (departures only).

7.2.6. Estimated time en route (IFR local flight plans only).

7.2.7. Special information or instructions relating to hazardous cargo, Distinguished Visitors (DV), and medical evacuation flights.

Chapter 8

8. MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB) Membership

8.1.1. This board provides a forum for discussing, updating, and tracking various activities in support of the wing-flying mission. The AOB will convene at least once per quarter IAW AFI 13-204V3.

8.1.2. The 319 ABW/CV or appropriate level of authority IAW AFI 13-204V3 shall establish and chair the AOB.

8.1.3. Membership. The following organizations or individuals are appointed as required board members. They, or a designated representative, must attend all meetings:

8.1.4. Commander, 319th Mission Support Group (319 MSG/CC).

8.1.5. Commander, 69th Reconnaissance Group (69 RG/CC).

8.1.6. Commander, 348th Reconnaissance Squadron (348 RS/CC).

8.1.7. Commander, 178th Reconnaissance Squadron (ND ANG) (178 RS/CC).

8.1.8. Deputy Director, NASOC-GF (US CBP).

8.1.9. Commander, 319th Operations Support Squadron (319 OSS/CC).

8.1.10. Commander, 319th Communications Squadron (319 CS/CC).

8.1.11. Commander, 319th Civil Engineer Squadron (319 CES/CC).

8.1.12. 319 ABW Defense Force Commander (DFC), typically the 319 SFS/CC.

8.1.13. 69 RG Standardization and Evaluation (69 RG/RGV)

8.1.14. Wing Safety Representative (319 ABW/SE).

8.1.15. Airfield Operations Flight Commander (AOF/CC) as the recorder.

8.1.16. Airfield Management (319 OSS/OSAA).

8.1.17. ATCALS Maintenance Representative (319 OSS/OSAM).

8.1.18. Chief Controller, Radar Approach Control (RAPCON) (319 OSS/OSAD).

8.1.19. Chief Controller, Tower (319 OSS/OSAB).

8.1.20. ATC Automation Representative (319 OSS/OSAX).

8.1.21. Airspace Manager/Scheduling Representative (319 OSS/OSO).

8.1.22. Base Weather Representative (319 OSS/OSW).

8.1.23. Command Post Representative (319 ABW/CP).

8.1.24. 319 ABW Plans and Programs (319 ABW/XP).

8.1.25. 319 ABW Inspector General (319 ABW/IG)

8.1.26. Other base agencies/organizations will be invited when issues to be discussed pertain to their area of responsibility.

8.1.27. Grand Forks Tower (GFK) representatives, the Air Force Representative (AFREP), Minneapolis Air Route Traffic Control Center (ZMP), 119 WG/SE (ND ANG), Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP), and University of North Dakota Aerospace are invited to all meetings.

8.1.28. The AOB agenda shall be IAW AFI 13-204V3 and shall report on all required annual reviews performed in the month(s) indicated below, or as changes occur:

8.1.28.1. Annual self-inspection results – January

8.1.28.2. Air Installation Compatibility Use Zone (AICUZ) – April

8.1.28.3. Aircraft Parking Plan – April

8.1.28.4. Letter of Procedure (LOP) Review – July

8.1.28.5. Airfield Waivers – October

8.1.28.6. Annual Airfield Certification/Safety Inspection – October

8.1.28.7. Terminal Instrument Procedures (TERPS) – October

8.2. Notice to Airman (NOTAM) Procedures. AMOPS is the NOTAM authority, and the RAPCON is the primary NOTAM monitoring facility. AMOPS will ensure all pertinent airfield information not already included in DOD publications is posted, IAW AFI 11-208, and available for all users on: https://www.notams.jcs.mil and https://www.notams.faa.gov. Additionally, the number of NOTAMs currently in effect is listed on the Airfield Status Board and copies of the NOTAMs are maintained at the dispatch counter.

8.3. Flight Information Publication (FLIP) Accounts.

8.3.1. See General Planning, Chapter 3, and Chart Update Manual Supplement for specific information on FLIP accounts and procedures for requesting changes. Contact AMOPS for procedures and requesting changes. **NOTE:** All administrative and office based FLIP requests will be met primarily through the FLIP DVD.

8.4. Prior Permission Requested (PPR) Procedures. PPRs are required for all transient aircraft. AMOPS assigns and coordinates all PPRs and can be contacted at DSN 362-4409.

8.5. Air Evacuation Notification and Response.

8.5.1. AMOPS will complete the appropriate QRC checklist and is the designated base agency for coordinating with Command Post, Fire Department, Transient Alert and the Grand Forks AFB Clinic for aeromedical aircraft.

8.5.1.1. RAPCON will advise Tower and AMOPS of arriving aeromedical aircraft no later than 30 flying miles. RAPCON controllers will relay all information requested by the pilot.

8.5.1.2. Tower will advise AMOPS when the aeromedical aircraft is 10 flying miles from the base.

8.6. Unscheduled/Unauthorized Aircraft Arrivals.

8.6.1. Unscheduled Aircraft.

8.6.1.1. Tower and/or RAPCON shall notify AMOPS immediately when an aircraft without a proper flight plan requests to land at GFAFB. Pass all known information, such as call sign, type of aircraft, and departure airport.

8.6.1.2. AMOPS shall attempt to verify the identification of the aircraft by contacting the appropriate agency. If unable to verify the aircraft's identity and authorization to land at a military airfield, AMOPS shall deny landing permission and the aircraft shall be treated as an unauthorized aircraft.

8.6.1.3. Tower will instruct all unscheduled aircraft landing at GFAFB to clear the runway at the first available taxiway, hold its position.

8.6.2. Unauthorized Aircraft.

8.6.2.1. If an unauthorized aircraft lands with or without establishing radio contact, Tower shall activate the PCAS and pass all known information on the aircraft, including specific location and direction of travel.

8.6.2.2. AMOPS shall activate the SCN.

8.7. Distinguished Visitor Notification Procedures. AMOPS will advise RAPCON and Tower of any aircraft carrying a DV when they pass arrival or departure information.

8.7.1. RAPCON will advise Tower and Tower will advise AMOPS when an arriving aircraft carrying a DV has made initial contact and provide their distance from the airfield. AMOPS will, in turn, notify Command Post of the inbound aircraft.

8.7.2. Tower will advise AMOPS when the arriving DV aircraft is 15 flying miles from the base. AMOPS will, in turn, notify Command Post of the update. **NOTE:** Relaying of DV arrival information by ATC is secondary to providing ATC services.

8.8. Dangerous/Hazardous Cargo. AMOPS will advise Tower when passing arrival or departure information of aircraft with explosive/hazardous cargo to be uploaded/offloaded. The aircraft will park on the Hazardous Cargo area located on the north end of Taxiway Alpha facing north if possible. The area is marked by a nose wheel box painted on the concrete between Taxiway Foxtrot and Taxiway Golf.

8.9. Night Vision Device (NVD) Operations. Flying units wishing to conduct NVD operations on GFAFB must establish an LOA with the 319OSS.

8.10. Local Aircraft Priorities. Aircraft are prioritized for arrivals and departures at GFAFB IAW FAAO JO 7110.65 and 319ABW priorities in the following order:

8.10.1. Emergencies.

8.10.2. Alert Departure

8.10.3. Civilian/Military MEDEVAC.

8.10.4. Contingency Support Aircraft and Special Assignment Airlift Missions.

8.10.5. Civilian or military search and rescue.

8.10.6. Presidential aircraft.

8.10.7. Open Skies aircraft.

8.10.8. Flight Check aircraft.

8.10.9. Night Watch, FlyNet, Garden Plot, SAMP aircraft, in order listed.

8.10.10. TEAL and NOAA aircraft, when priority is requested.

8.10.11. Controlled departures. Aircrews shall declare a controlled departure at (specified time) with Ground Control on initial call up. An aircraft departing on or before the controlled departure time is considered on-time.

8.11. Lost Communications Instructions. Aircraft experiencing radio failure shall proceed IAW CFR 91.185 and FLIP directives. UAS operators shall proceed IAW FAA Certificate of Authorization directives.

8.12. Standard Climb-out Instructions.

8.12.1. Standard climb-out/go-around instructions are as follows:

8.12.1.1. Runway 35: ―Maintain 2,000 ft MSL until departure end of runway, then climb and maintain 3,000 ft MSL, fly runway heading.

8.12.1.2. Runway 17: ―Maintain 2,000 ft MSL until departure end of runway, then climb and maintain 3,000 ft MSL, fly runway heading.

8.13. Opposite Direction Take-Offs and Landings.

8.13.1. ATC has final authority to approve or disapprove opposite direction operations. Approval or disapproval is based on other traffic, airport conditions, and weather. Opposite direction approaches or departures should be limited to operational need or aircrew training requirements.

8.13.2. Once an aircraft begins an opposite direction approach, that aircraft has priority over routine operations to the runway in use.

8.13.3. Use a 10-mile minimum cutoff limit for separation between IFR/VFR aircraft during opposite direction operations. This limit is necessary due to the closure rate of aircraft on converging paths. Tower and RAPCON shall utilize the following cutoff points/distances during opposite direction operations:

8.13.3.1. Arrival vs. Arrival: Once an arriving aircraft is at or within 10 miles from the runway in use, do not allow the aircraft making an approach to the other runway to proceed closer than ten miles to the runway, until the first aircraft does one of the following:

8.13.3.2. Makes a full stop landing.

8.13.3.3. Executes a missed approach and is established on a course or at an altitude that ensures approved separation.

8.13.3.4. Begins a circling maneuver.

8.13.3.5. Arrival vs. Departure: Do not allow an arriving aircraft to proceed closer than 10 miles to the runway, until a departure (low approach/touch and go/stop and go aircraft) has crossed the departure end of the runway and is established on a course or at an altitude that ensures approved separation.

8.13.3.6. Departure vs. Arrival: Do not allow a departing aircraft to takeoff when an arriving aircraft is at or within 10 miles of the runway, until the arriving aircraft does one of the following:

8.13.3.7. Makes a full stop landing.

8.13.4. Executes a missed approach and is established on a course or at an altitude, which ensures approved separation.

8.13.5. Pilots requesting opposite direction approaches/departures can expect lengthy delays when other aircraft are operating on the runway in use.

8.14. Breakout/Go Around/Missed Approach Procedures.

8.14.1. Breakout procedures shall be conducted IAW the Red River Tower and Grand Forks Approach Operations Letter.

8.14.2. Go Around/Missed approach procedures will be IAW FLIP directives and FAAO JO 7110.65 and Climb.

8.15. Civilian Aircraft Operations. Civil aircraft are restricted to only executing low approaches unless having previously received approval for an authorized landing IAW AFI 10-1001, Civil Aircraft Landing Permits.

8.16. Civil Use of Military ATCALS. Civil aircraft are permitted to use GFAFB and its associated ATCALS to conduct practice approaches. Either the RAPCON or Tower may disapprove civil aircraft approaches, but Tower is the final authority for approving approaches and must ensure the wing's mission is not adversely affected.

8.17. Aero Club Operations. GFAFB does not have an Aero Club.

8.18. Weather Dissemination and Coordination. Weather dissemination/coordination and hazardous/severe weather notification procedures, including lightning response, are outlined in GFAFBI 15-101, Weather Support. Tower, RAPCON, and Airfield Management will respond IAW GFAFBI 15-101 and their facility checklists.

8.19. Airfield Snow Removal. Snow removal shall be IAW GFAFBI 32-1002, *Snow and Ice Control*. Contact 319 OSS/OSA for a copy of LOP.

8.20. Bird/Wildlife Control. Bird and Wildlife Control shall be IAW GFAFBI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan.* Contact 319 OSS/OSA for a copy of the LOP.

8.21. Bird Watch Conditions (BWC). Tower will advise AMOPS of any increase or decrease in bird activity on the airfield. Airfield Management, the Tower Watch Supervisor, and the Safety Officer/NCO may raise the Bird Watch Condition on the airfield. AMOPS is the central authority in downgrading the bird watch condition. When the bird watch condition changes, all agencies will be notified IAW GFAFBI 91-212.

8.21.1. When GFAFB is in BASH PHASE 2 the arrival and departure of AMC aircraft within one hour prior/after sunrise/sunset requires 319ABW/CV approval.

8.21.2. During BASH Phase II, for other than AMC aircraft, continued operations are at their discretion, and in accordance with their command directives.

8.22. Supervisor of Flying (SOF). Flying units wishing to establish a SOF program must establish a LOA with the 319 OSS.

8.23. Airfield Photography. Individuals or organizations wishing to take photographs of airfield activities/facilities or aircraft must first gain permission from the 319 ABW/CC, 319 ABW/CD, 319 OSS/CC or 319 ABW Public Affairs. The 69 RG/CC, 69 MXS/CC and 348 RS/CC can approve photography within their respective areas of the airfield restricted and controlled areas.

8.24. Tactical Arrival/Departure Procedures. Tactical arrival or departure procedures shall only be accomplished by flying organizations that have an approved Letter of Agreement with Red River Tower and Grand Forks RAPCON.

8.25. UAS Operating Procedures.

8.25.1. UAS cannot be instructed to follow another aircraft or UAS.

8.25.2. Use of visual separation between UAS and manned aircraft or UAS and UAS is not authorized. This does not restrict the tower controller's ability to visually separate aircraft.

8.25.3. Special Visual Flight Rules (SVFR) is not authorized with UAS.

8.25.4. Issue cautionary wake turbulence advisories, and the position, altitude, and direction of flight to landing UAS pilot/operator, if in your opinion, wake turbulence may have an adverse effect on it.

8.25.5. Wake turbulence rules cannot be waived by the UAS/RPA pilot/operator.

8.25.6. For the purpose of ATC separation and sequencing, classify UAS as Category III, subject to change dependent on the COA or appropriate guidance.

8.25.7. Arresting gear is not used to recover Grand Forks AFB assigned UAS aircraft.

8.25.8. Operators of UAS platforms must abide by all COA restrictions. ATC and AM will assume that any request made by a UAS operator is authorized by their COA.

8.25.9. UAS proponents operating out of GFAFB must establish an agreement with the 319 OSS formalizing any special ATC or AM requirements, procedures or restrictions that result from the COA process.

8.25.9.1. UAS proponents should coordinate their COAs with the 319 OSS Airspace Manager prior to submitting them to the FAA

8.25.10. Simultaneous operations of UAS and mixing of UAS and manned aircraft are authorized in Grand Forks AFB class D airspace. These operations must be conducted in accordance with para 4.1.2, COA limitations and any other limitation put in place by agreement or procedure.

8.25.10.1. It is up to the operator to ensure ATC is aware of any COA limitation with regards to multiple UAS or mixing of manned/unmanned aircraft.

8.26. Airfield Closure Procedures. The 319 ABW/CC may approve the closure of the airfield, including Tower/RAPCON/Airfield Management, for 96 hours or less IAW AFI 13-204V3. 319 OSS/OSA will be the focal point for coordinating any AO closures, initiating appropriate NOTAMs, and notifying affected base agencies. **NOTE:** If Tower, AMOPS, or RAPCON closes due to a bomb threat or other forced evacuation reason, Airfield Operations personnel will follow all procedures outlined in Paragraph 6.11.

8.27. Exercise Coordination Procedures.

8.27.1. IAW AFI 13-204V3, all exercises and inspections involving use of the airfield or affecting ATC operations shall be coordinated through the AOF/CC (319 OSS/OSA) at least 48 hours in advance.

8.27.2. All exercise messages shall be preceded by the statement, "EXERCISE, EXERCISE, EXERCISE."

8.27.3. 319 OSS/OSA will coordinate taxi, takeoff, and landing operations with 319 ABW/CP, XP, or IG during exercises/inspections which impact/coincide with flying operations. This coordination should be accomplished during pre-exercise meetings.

8.27.4. Tower and RAPCON Watch Supervisors have the authority to determine the extent of facility participation once an exercise begins. Watch Supervisors may terminate their facility's participation if safety of flight will be jeopardized. Under such instances, the Watch Supervisor will cease their facility's exercise participation then immediately notify their Chief Controller. The Chief Controller will coordinate with 319 ABW/CP, XP, or IG and the appropriate OSS staff members.

8.27.5. Any agency (Command Post, TA, Fire Department, Security Forces, etc.) that identifies a need to terminate an exercise due to a real-world contingency (emergency, safety hazard, etc.) shall immediately notify Tower. Tower will broadcast the following message over the PCAS and all appropriate frequencies: "*THIS IS TOWER, TERMINATE, TERMINATE, TERMINATE (reason and approving authority).*" Tower will notify RAPCON who will, in turn, advise airborne aircraft.

8.27.6. Tower will notify the Fire Department if they observe smoke, but do not receive notification of an exercise. Tower will not report additional smoke sightings once initial notification has been made unless specifically directed to do so by evaluation team members or as coordinated during pre-exercise meetings.

8.28. Unusual Maneuvers. Unusual maneuvers as defined in FAR part 91 are not authorized at Grand Forks AFB unless approved by the 319 ABW/CC or part of a Wing approved special event.

PAUL E. BAUMAN, Colonel, USAF
Commander, 319th Air Base Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Flight Rules and Procedures,* 19 January 2012

AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management,* 7 August 2007

AFI 11-202V3, *General Flight Rules,* 22 October 2010

AFI 13-204V3, *Airfield Operations Procedures and Programs*¸ *Air Mobility Command Supplement,* 30 November 2012

AFI 13-213, *Airfield Driving, 1 June 2011*

AFJMAN 24-306, *Manual for the Wheeled Vehicle Driver,* 1 July 2009

FAAO JO 7110.65T, *Air Traffic Control,* 9 Feb 2012

AFMAN 33-363, *Management of Records,* 1 March 2008

Prescribed Forms

There are no forms prescribed by this publication.

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ABW—Air Base Wing

AFB— Air Force Base

AFI—Air Force Instruction

AFREP—Air Force Representative

AGL—Above Ground Level

AICUZ—Air Installation Compatibility Use Zone

ALSF—1 – Approach Lighting with Sequenced Flashers

AMC—Air Mobility Command

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOF— Airfield Operations Flight

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing System

ATIS—Automatic Terminal Information Service

BASH—Bird/Wildlife Aircraft Strike Hazard

CBP—U.S. Customs and Border Protection

CC—Commander

CFR—Code of Federal Regulation

CMA—Controlled Movement Area

COA- Certificate of Authorization

CTAF—Common Traffic Advisory Frequency

DV—Distinguished Visitor

DHS— Department of Homeland Security

ELT— Emergency Locator Transmitter

FAA— Federal Aviation Administration

FAAO JO—Federal Aviation Administration Order, Joint Order

FAF—Final Approach Fix

FCF— Functional Check Flight

FLIP—Flight Information Publication

FSDO—Flight Standards District Office

GE—Ground Emergency

GFAFB—Grand Forks Air Force Base

GFK—Grand Forks International Airport

HIRL—High Intensity Runway Lighting

IAW—In Accordance With

IMT—Information Management Tool

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IR—Instrument Route

LOP—Letter of Procedure

MACA— Mid-Air Collision Avoidance

MSL— Mean Sea Level

MTR—Military Training Route

NAS—National Airspace System

NAVAID— Navigation Aid

NLT—No Later Than

NM— Nautical Mile

NOTAM—Notice to Airmen

NVD—Night Vision Device

OCS—Obstacle Clearance Surface

OI— Operating Instruction

OPLAN— Operational Plan

OPR—Office of Primary Responsibility

PAPI—Precision Approach Path Indicator

PCAS—Primary Crash Alarm System

PMI—Preventive Maintenance Inspection

POFZ— Precision Obstacle Free Zone

PPR—Prior Permission Required

RAPCON—Radar Approach Control

RCR—Runway Condition Reading

RDR—Grand Forks AFB Identifier

RSC—Runway Surface Condition

SCN—Secondary Crash Net

SE—Wing Safety Office

SFO— Simulated Flame Out

SOF—Supervisor of Flying

TA—Transient Alert

TACAN—Tactical Air Navigation

TERPS—Terminal Instrument Procedures

UAS—Unmanned Aircraft System

UFC— Unified Facilities Criteria

UHF—Ultra High Frequency

UPS—Uninterrupted Power Supply

USAF—United States Air Force

VFR—Visual Flight Rules

ZMP—Minneapolis Air Route Traffic Control Center

Attachment 2

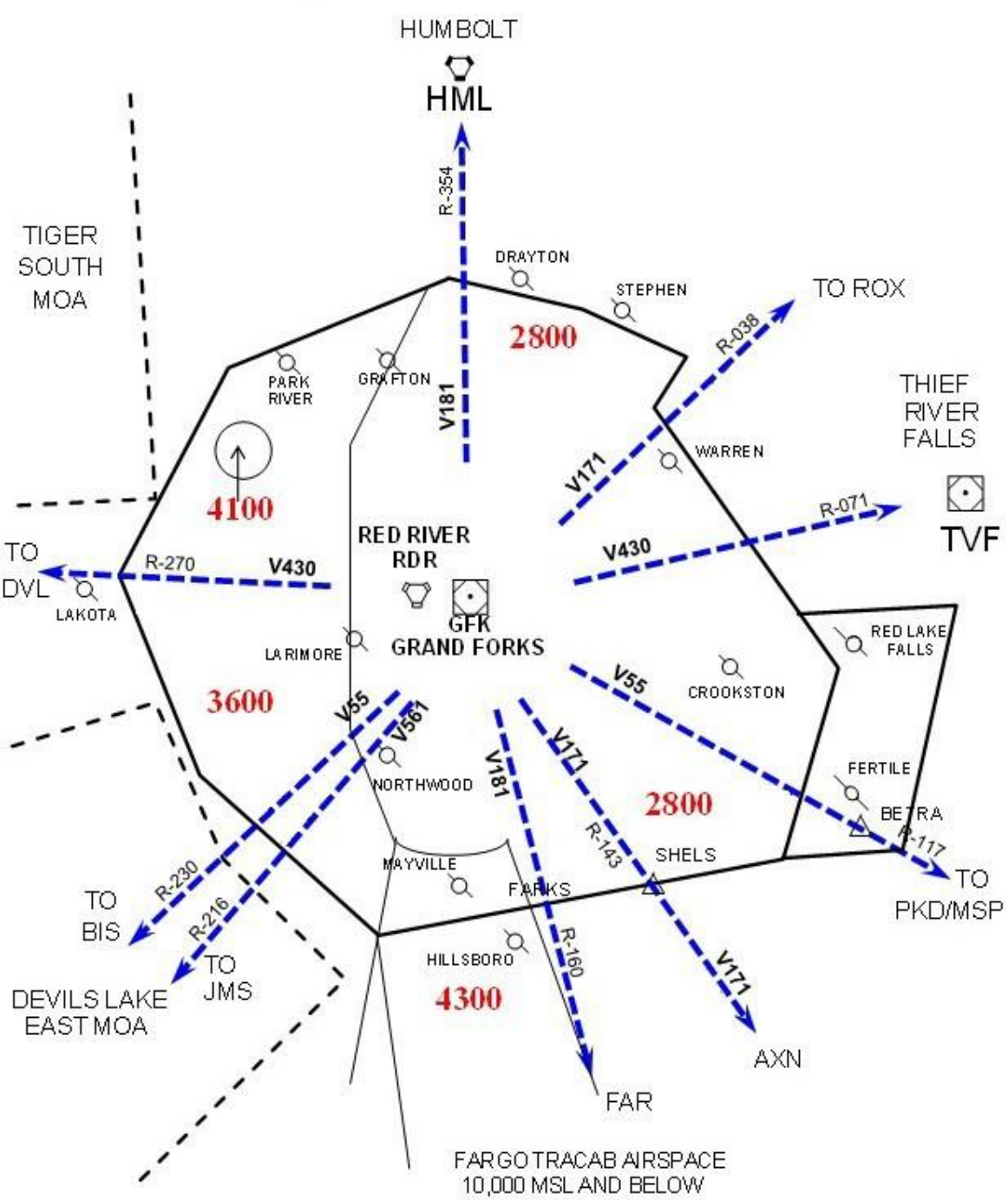
GRAND FORKS AFB FREQUENCIES

FREQUENCY	FACILITY
275.8/119.15	Red River Ground Control
349.0/124.9	Red River Tower
273.45	ATIS
360.7/119.15	Clearance Delivery
294.7/132.3	RAPCON
318.1/118.1	Grand Forks Approach/Departure Control
371.85/126.6	Red River Arrival
346.25	Radar (Discreet)
270.3/124.2	Minneapolis Center (West)
269.6/132.15	Minneapolis Center (East)
311.0	319 ABW Command Post (Primary)
321.0	319 ABW Command Post (Alternate)
372.2	GFAFB Pilot to Dispatch
343.5	Grand Forks PMSV (METRO)
255.4	Automated Flight Service Station
305.5	AR 106L (Primary)
364.2	ADC/GCI Common
243.0/121.5	Emergency

Attachment 3

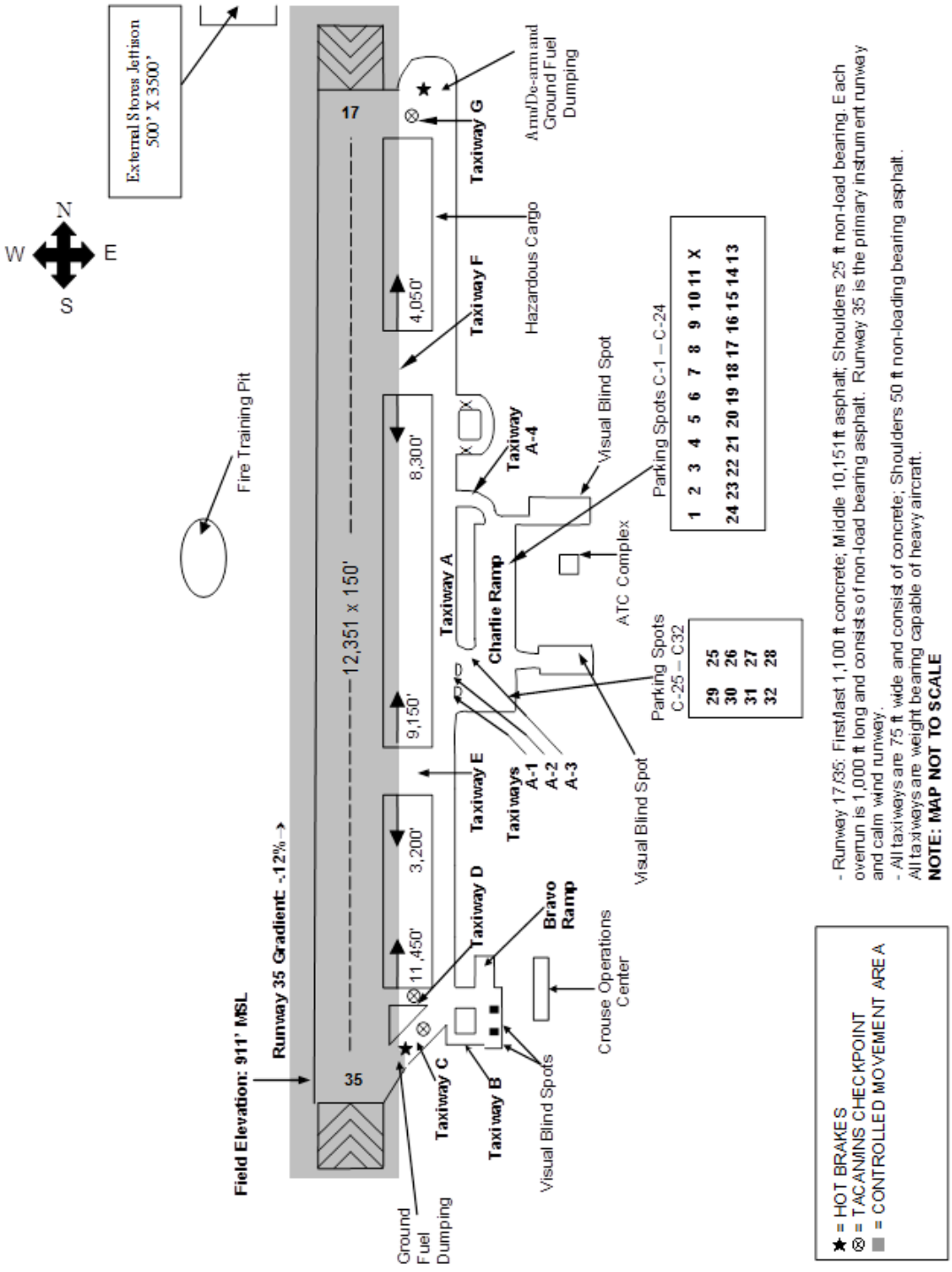
Grand Forks Approach Control

10,000 MSL and Below

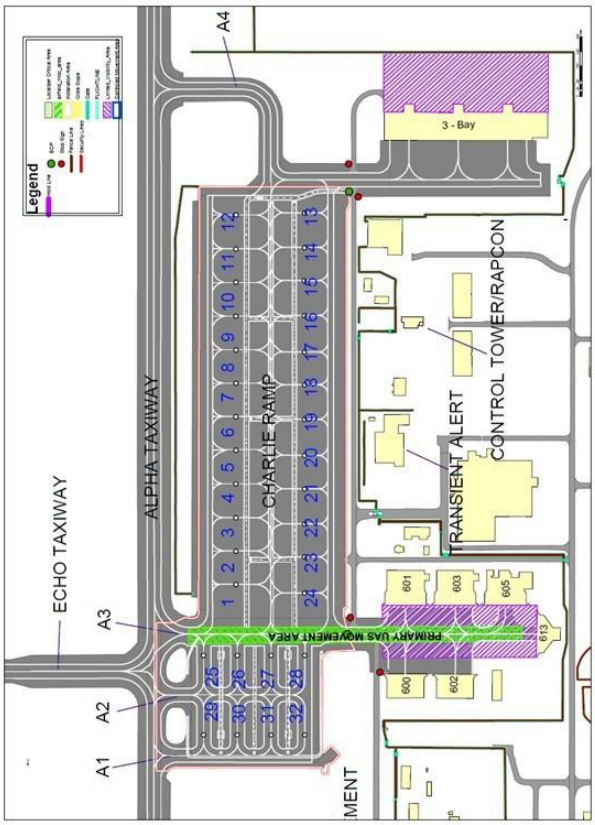


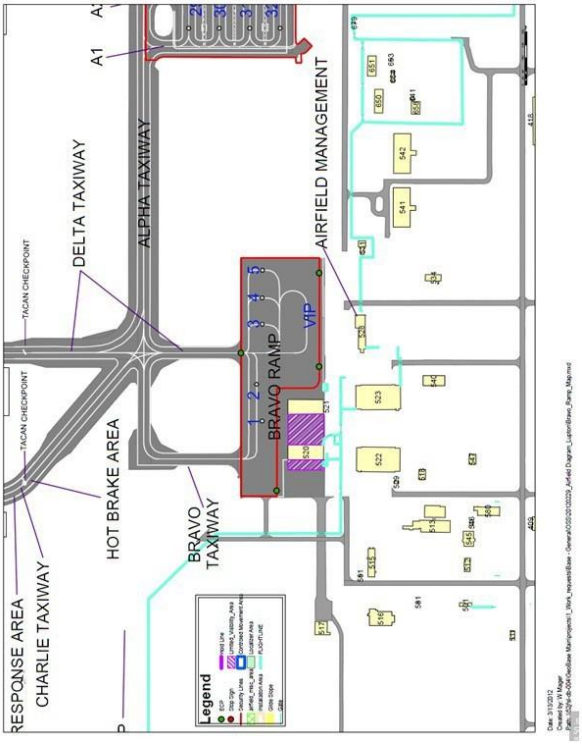
Attachment 4

Grand Forks Airfield Diagram and Restricted Areas



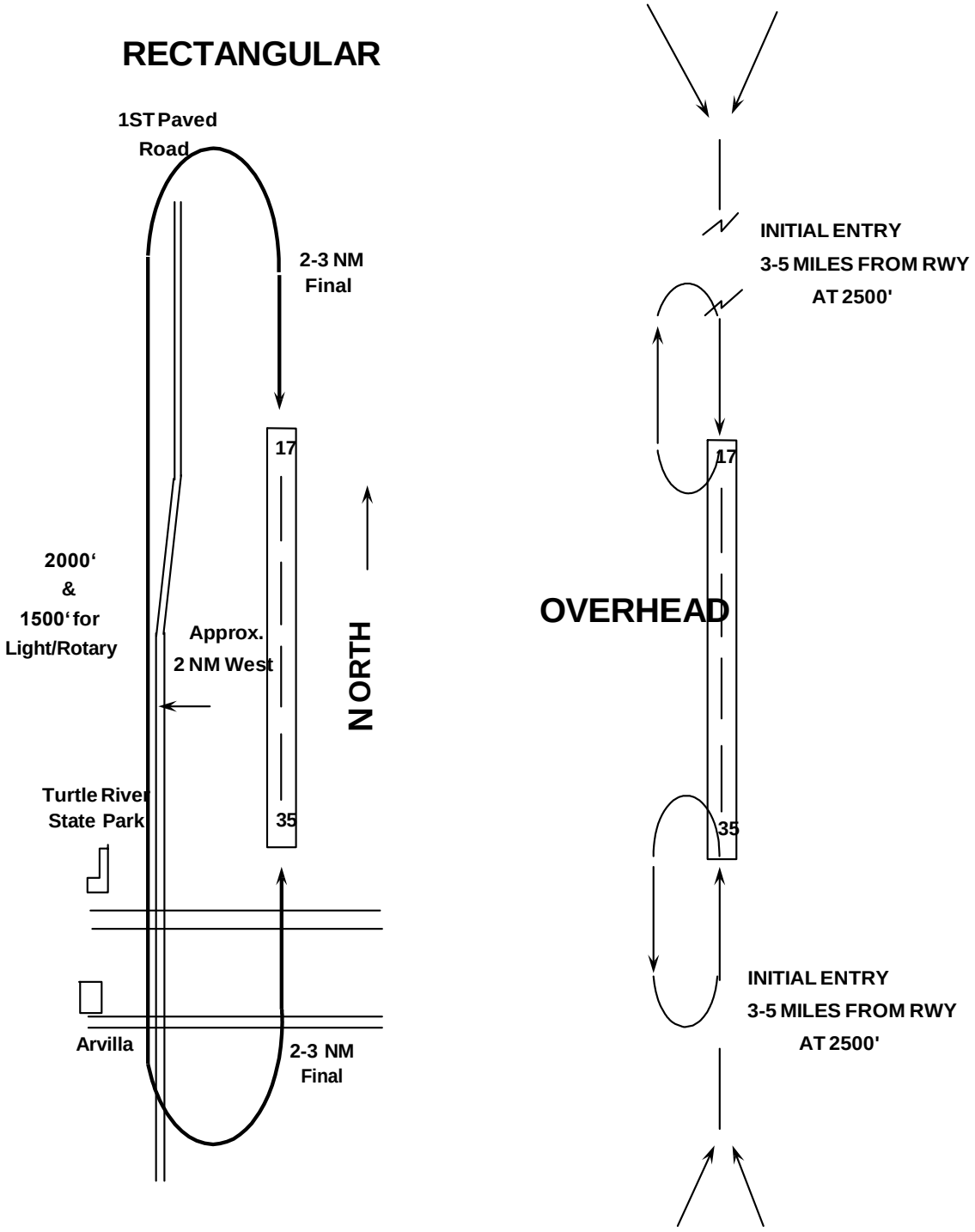
Restricted Areas





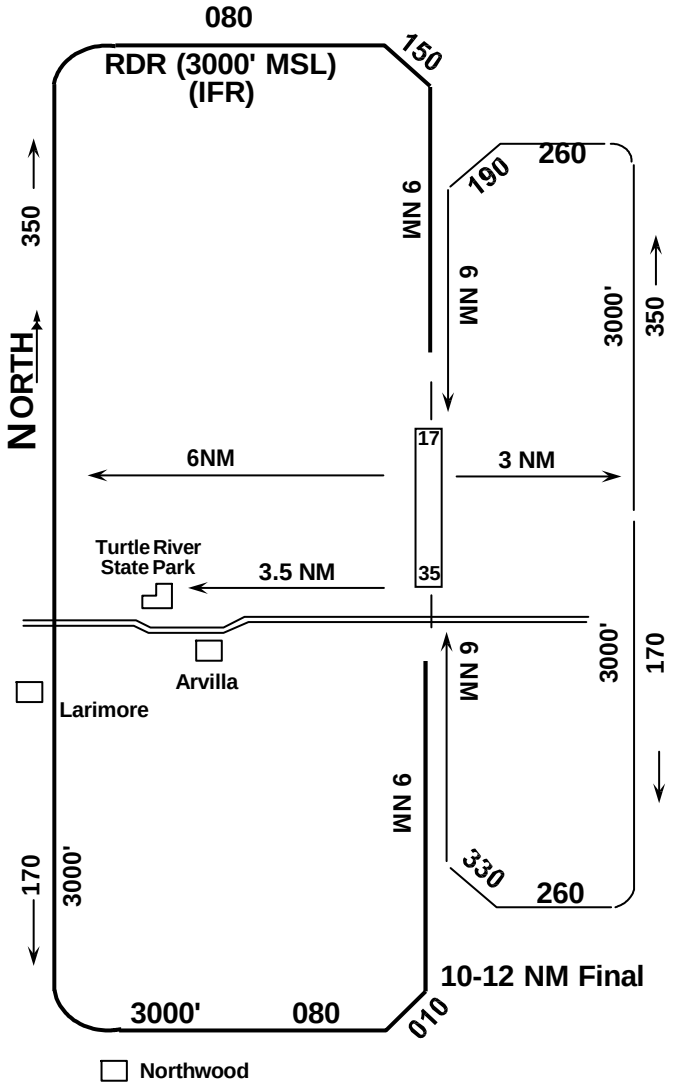
Attachment 5

RDR VFR Patterns



Attachment 6

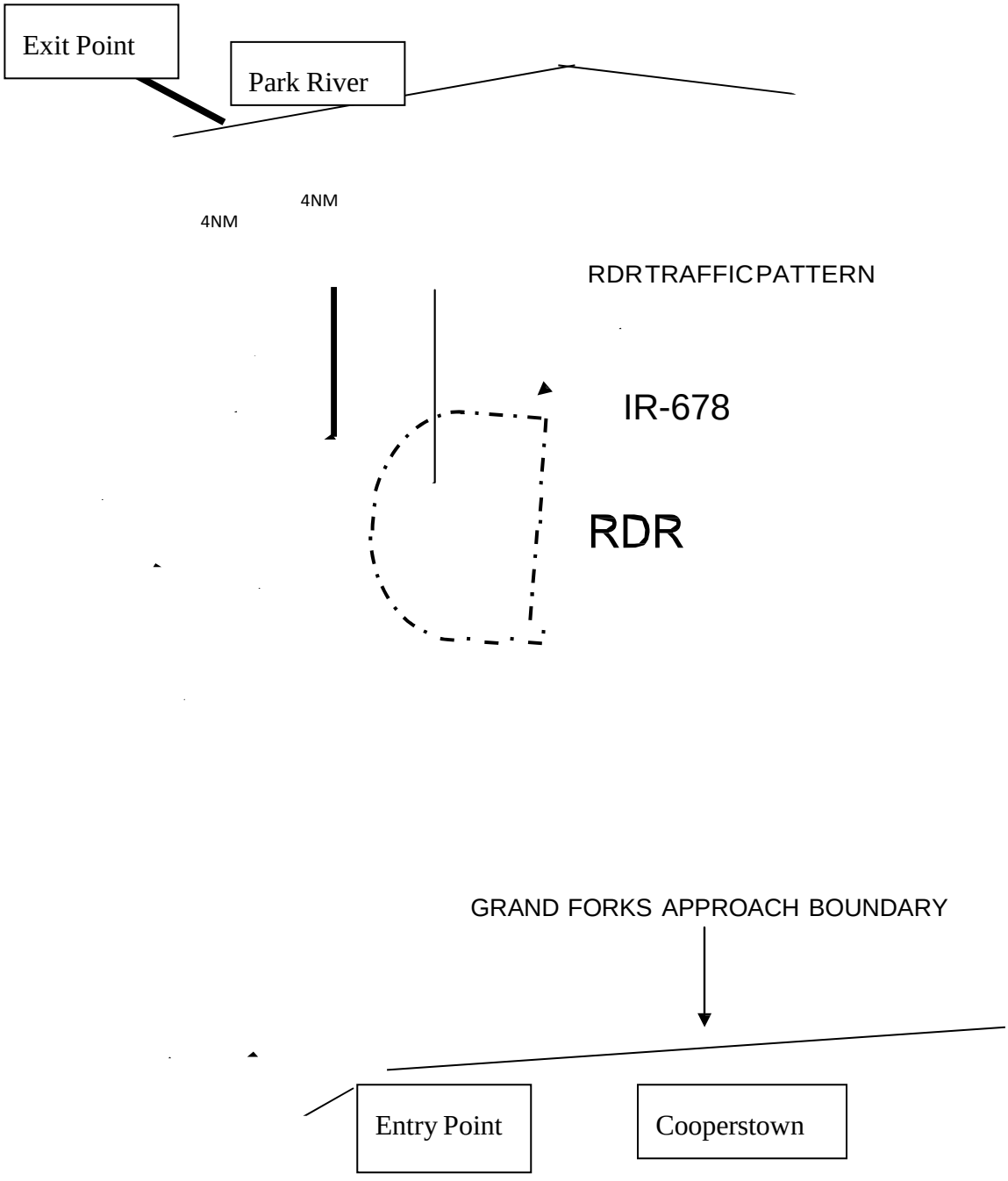
RDR Radar Patterns



Attachment 7

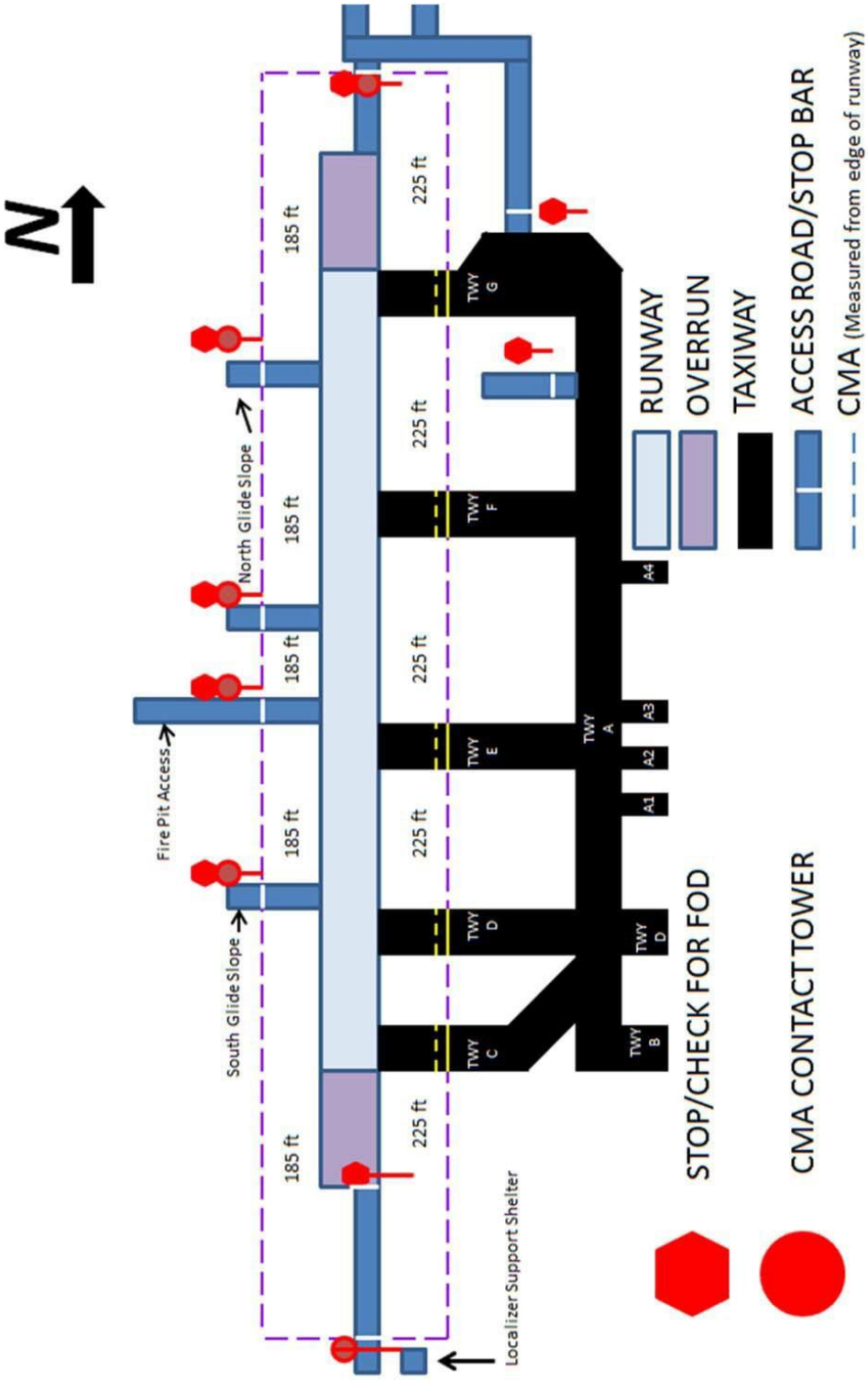
IR 678

Aircraft on IR 678 at 3000 MSL and Below



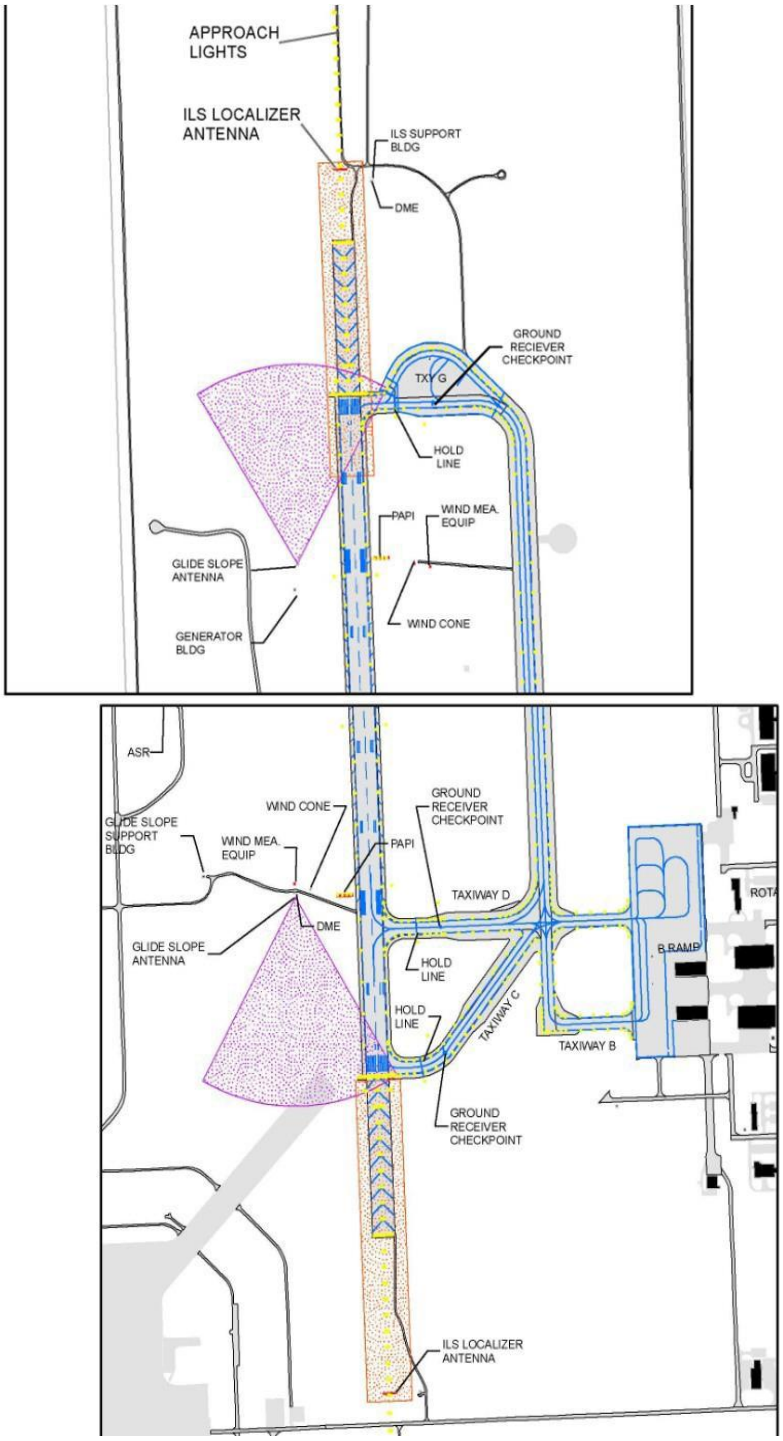
Attachment 8

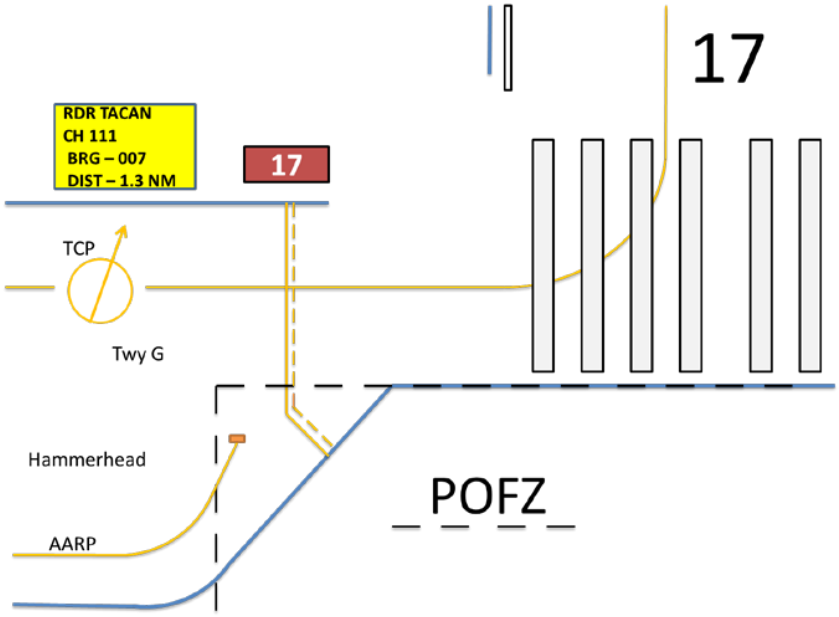
Controlled Movement Area



Attachment 9

Instrument Critical Areas/POFZ

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RDR TACAN
CH 111
BRG – 007
DIST – 1.3 NM
17
TCP
Twy G
Hammerhead
AARP
POFZ